



North Tyneside Council

# Economic Prosperity Sub-Committee

23 September 2022

**Monday, 3 October 2022** Room 0.01, Quadrant, The Silverlink North, Cobalt Business Park, NE27 0BY commencing at 6.00 pm.

<b>Agenda Item</b>	<b>Page</b>
<b>1. Apologies for Absence</b>  To receive apologies for absence from the meeting.	
<b>2. Appointment of Substitute Members</b>  To be notified of the appointment of any Substitute Members.	
<b>3. Declarations of Interest and Dispensations</b>  You are invited to declare any registerable and/or nonregisterable interests in matters appearing on the agenda, and the nature of that interest.  You are also invited to disclose any dispensation in relation to any registerable interests that have been granted to you in respect of any matters appearing on the agenda.  You are also requested to complete the Declarations of Interests card available at the meeting and return it to the Democratic Services Officer before leaving the meeting.	
<b>4. Minutes</b>  To confirm the minutes of the previous meeting held on 5 July 2022.	<b>5 - 8</b>
<b>5. Public Transport</b>  To meet with Councillor Carl Johnson, Deputy Mayor and Cabinet Member with responsibility for strategic transport to review the state of public transport services in North Tyneside and examine the actions being taken by the North East Joint Transport Committee to deliver the North East Transport Plan.	<b>9 - 10</b>

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<b>Agenda Item</b>	<b>Page</b>
6. <b>Green Skills Sub-Group</b>	<b>11 - 24</b>
To note the response of Cabinet to the recommendations of the Green Skills Sub Group.	
7. <b>State of the Economy</b>	<b>25 - 44</b>
To receive a dashboard of data to provide an indication of the state of the economy in North Tyneside.	

**Circulation overleaf ...**

## **Members of the Economic Prosperity Sub Committee**

Councillor Liam Bones  
Councillor Margaret Hall  
Councillor Joe Kirwin  
Councillor Jim Montague  
Councillor Bruce Pickard  
Councillor George Westwater

Councillor Sarah Day  
Councillor Val Jamieson  
Councillor Louise Marshall  
Councillor Martin Murphy  
Councillor Joan Walker (Deputy Chair)  
Councillor Matt Wilson (Chair)

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## Economic Prosperity Sub Committee

**Tuesday, 5 July 2022**

Present: Councillor M Wilson (Chair)  
Councillors L Bones, M Hall, V Jamieson, L Marshall,  
M Murphy, J O'Shea, B Pickard, J Shaw and J Walker

Apologies: Councillors J Kirwin, J Montague and Westwater

### **EP1/22 Appointment of Substitute Members**

Pursuant to the Council's constitution the appointment of the following substitute members was reported:-

Councillor J O'Shea for Councillor J Montague  
Councillor J Shaw for Councillor J Kirwin

### **EP2/22 Declarations of Interest and Dispensations**

There were no declarations of interest or dispensations reported.

### **EP3/22 Minutes**

**Resolved** that the minutes of the previous meetings held on 22 March 2022 and 10 May 2022 be confirmed and signed by the Chair.

### **EP4/22 Cycling Strategy**

Nick Bryan, the Council's Highways Network Manager, attended the meeting to present details of the Council's development of a local cycling and walking infrastructure plan (LCWIP) and the opportunity to create low traffic neighbourhoods (LTNs).

The development of a LCWIP would support delivery of the Council's ambitions set out in the Local Plan, Transport Strategy, Cycling Strategy, Network Management Plan, the mayoral priority of improving footways and the Climate Emergency Plan. The Government had indicated that the development of LCWIPs would support a national 10 year strategic investment plan which would provide local authorities with more certainty in relation to funding. The national investment plan was to be delivered by Active Travel England who had been allocated a ring-fenced budget for walking and cycling infrastructure by the Department for Transport. The Government had also indicated that a failure to develop a LCWIP would inhibit bids for future investment. The Council had previously been successful in bidding for funding from Tranche 3 of the Active Travel Fund.

Development of the North Tyneside LCWIP would be guided by the "tube map" of strategic routes approved in 2015 as part of the Cycling Strategy and an appraisal tool developed by the Government to assess the viability of proposed routes. The sub-committee was invited

to comment on what criteria should be used to prioritise cycling and walking infrastructure projects for investment. Officers had identified the following criteria:

1. deliverability, in terms of the constraints that would have to be overcome to deliver the scheme;
2. value for money, ensuring a scheme would deliver a return on investment in terms of usage and reducing traffic;
3. access to alternatives, should schemes be prioritised in areas of low car ownership or where access to public transport is poor?; and
4. actual deprivation, the government had indicated it would give weighting to schemes in areas of deprivation.

In response members of the sub-committee raised the following points:

- a) the need to support investment in cycling infrastructure in areas of deprivation with access to cycle hire, loan, and storage facilities;
- b) the value in creating walking and cycling links to sites with the potential for economic development and tourism. Evidence indicated that whilst new routes were unlikely to create new opportunities for economic development they were key to linking existing areas;
- c) the need to maintain and enhance the quality of the existing infrastructure and complete those routes which at present end suddenly or in the wrong place;
- d) the benefits of investing in walking and cycling infrastructure needed to be demonstrated to the public with evidence for example has it led to a reduction in traffic congestion.
- e) the importance of linking corridors of employment. The Cobalt Business Park had very good links but other major retail and employment centres did not;
- f) the Metro system had been designed with bus interchanges but as bus services diminished the system should provide somewhere safe for travellers to store their cycles;
- g) the need for safe routes through major junctions, as the prospect of crossing busy junctions could discourage walking and cycling;
- h) local research was required to understand the demand or propensity for routes and how demand could be created by removing the barriers to walking and cycling;
- i) the philosophy behind the Council's strategy needed to be encouraging;
- j) routes to schools were very important as children had fewer alternative methods of transport;
- k) members highlighted the links between active travel and its benefits in terms of health and wellbeing; and
- l) it was suggested that the Council could work with the community and voluntary sector to deliver cycling support schemes such as loan facilities and repair skills workshops and with local businesses to promote the availability and benefits of e-bikes.

Low Traffic Neighbourhoods (LTNs) involved the designation of an area of streets where motor vehicle traffic was restricted to reduce the amount of through traffic and allowed the street space to be used safely by pedestrians and cyclists without segregation. They were best suited to grid style terraced estates where junctions could be repurposed to provide community open spaces. LTNs could be connected to form part of the wider network of walking and cycling routes. Active Travel England was seeking interest from local authorities to introduce 6 regional LTNs as exemplar projects and the Council had commenced a feasibility study.

Members of the sub-committee were invited to comment on what should be the key considerations in selecting areas to become a LTN. Officers had identified the following factors:

1. residents' support or opposition;
2. areas where school streets had been in operation, where similar restrictions on through traffic had been introduced outside schools. A LTN was seen as a development of these schemes;
3. where a LTN would contribute to the LCWIP network; and
4. areas where rat running and external parking pressures were an issue.

In response members of the sub-committee raised the following points:

- a) reference was made to the success of similar restrictions introduced on Edwards Road and Windsor Terrace, Whitley Bay in the 1980s;
- b) any schemes would need the support of local residents and any complaints from the drivers of motor vehicles that the restrictions would add marginally to their journey time should carry less weight; and
- c) if rat runs were occurring due to congestion at major junctions, then improvements to those junctions would need to be considered at the same time as the introduction of a LTN.

It was **agreed** that the comments set out above be referred to officers to be taken into account in developing a local walking and cycling infrastructure plan and in considering the feasibility of introducing low traffic neighbourhoods.

## **EP5/22            Work Programme 2022/23**

The sub-committee were presented with a draft work programme for the year ahead. This had been prepared in consultation with the Chair and Deputy Chair and relevant officers based on outstanding scrutiny exercises carried over from 2021/22, topics identified by elected members who had been invited to suggest topics for examination by the overview and scrutiny committees and issues discussed at a meeting of scrutiny chairs and deputies held on 20 June 2022.

The Chair suggested that the sub-committee should focus its attention on one major topic at each meeting and, in fulfilling its role of reviewing and scrutinising the Cabinet, it should meet and ask questions of the Cabinet Members responsible for transport and an inclusive economy. The Chair also highlighted the increase in the costs of living as an important theme for the sub-committee to consider during the course of the year. Members of the sub-committee were invited to prioritise the topics included in the work programme and to suggest any additional topics for examination.

Members expressed their interest in the development of Town Centres and in particular the North Shields Cultural Quarter. It was suggested that if the sub-committee were to examine the financial support available from the Government in response to the rising cost of living, this work should be extended to include the wide range of support available from the Council.

The data on the state of the economy presented to each meeting of the sub-committee indicated that there was a gap between the number of vacancies and the numbers of people unemployed. It was suggested that the sub-committee should take a closer, in depth look at

the data to consider how the adult education and skills sectors could address the gap.

It was **agreed** that the Chair and Deputy Chair of the sub-committee give further consideration and determine the sub-committee's work programme in consultation with relevant officers and taking into account the comments set out above.

## **EP6/22            The State of the Economy**

The sub-committee was presented with data which provided an indication of the state of the economy in North Tyneside. The data included the numbers of people claiming Universal Credit, the number of employments furloughed, the town centre vacancy rate, the number of job advertisements, new business start-ups, the number of companies in distress, out of work benefit claimants, levels of earnings and qualifications within the population and the number of apprenticeships.

In examining the data the sub-committee made the following comments and asked for the following supplementary information:

- a) the sub-committee had previously agreed that there was no longer a need to report on the 7 day Covid infection rate as this was no longer considered relevant to the state of the economy;
- b) members asked for any further information, research and analysis which may be available on how earnings in North Tyneside and the North East region compared less favourably to other regions in the country;
- c) Councillor Marshall asked for data relating to the number of Universal Credit claimants in Wallsend Ward. It was noted that this information was routinely provided to councillors as part of the 6 monthly ward briefings;
- d) it was suggested that the future reporting of the number of job advertisements provide a clear indication of which month the data related to;
- e) that future presentations include references to the sources of data where available so that members of the sub-committee may research the data in more detail; and
- f) the sub-committee commented on the worrying increase in the number of businesses in distress. They intended to meet with representatives of the business community to better understand the pressures caused by inflation and examine what the Council could do to support them. As part of this work the sub-committee queried whether the data relating to businesses in distress could be analysed by geography to identify areas of particular concern.

It was **agreed** that (1) the dashboard of data relating to the state of the economy be noted; and  
(2) officers be requested to provide members of the sub-committee with the supplementary information set out above.



## Meeting: Economic Prosperity Sub-Committee

**Date: 3 October 2022**

**Title: Public Transport**

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**Author: Michael Robson**

**Tel: 643 5359**

**Service: Law and Governance**

**Wards affected: All**

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### **1. Purpose of Report**

- 1.1 To provide an introductory briefing ahead of meeting with Councillor Carl Johnson, Deputy Mayor and Cabinet Member with responsibility for strategic transport.

### **2. Details**

- 2.1 The sub-committee is responsible for reviewing and challenging the impact of decisions and actions taken by the Elected Mayor, Cabinet and partner organisations in relation to the transport network, highways and road safety. In fulfilling this role the sub-committee has agreed to meet with Councillor Carl Johnson, the Deputy Mayor and Cabinet Member with responsibility for strategic transport.
- 2.2 Councillor Johnson represents the Authority on the North East Joint Transport Committee. The Committee brings together representatives from constituent authorities in the region to produce the North East Transport Plan which sets out the region's transport aspirations up to 2035. It brings to life the region's transport aspirations and includes a live programme of around 243 schemes which equal at least £6.8bn of transport investment, a figure which will grow over the lifespan of the Plan. Projects in the Plan include major improvements to regional walking and cycle routes, new train stations, extensions to Metro, increased bus operations and a variety of major road and rail investments. Details of the plan are available to view at <https://www.transportnortheast.gov.uk/>
- 2.3 The purpose of the meeting will be to review the state of public transport services in North Tyneside and examine the actions being taken by the North East Joint Transport Committee to deliver the North East Transport Plan. Please note that responsibility for the Council's own Transport Strategy and local transport services rests with Councillor Sandra Graham.
- 2.4 The sub-committee has previously discussed the implications of high fuel costs and whether this is expected to lead to an increase in demand for the use of public transport and more active travel, such as cycling. It was noted that whilst it would be a personal

choice to use public transport there were several issues which would need to be addressed to encourage more people out of their cars, including addressing safety concerns, encouraging concessionary pass holders to make more use of their passes and improving the information available to the public about bus and Metro services. The sub-committee may wish to explore these issues with Councillor Johnson.

- 2.5 The Chair has invited Councillor Johnson to give a short introductory presentation followed by an opportunity for members of the sub-committee to ask questions and discuss any issues.

## **5. Background Information**

The following documents have been used in the compilation of this report and may be inspected at the offices of the author:

- North Tyneside Council Constitution
- Economic Prosperity Sub-Committee minutes and work programme 2022/23
- North East Transport Plan

## Meeting: Economic Prosperity Sub-Committee

**Date: 3 October 2022**

## **Title: Green Skills Sub Group**

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**Author: Michael Robson**

**Tel: 643 5359**

**Service: Law and Governance**

**Wards affected: All**

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### **1. Purpose of Report**

- 1.1 To present the response of Cabinet to the recommendations of the Green Skills Sub Group.

### **2. Recommendation**

- 2.1 The sub-committee is recommended to note the response of Cabinet to the recommendations of the Green Skills Sub Group.

### **3. Details**

- 3.1 In November 2022 the Sub-Committee appointed the Green Skills Sub Group to examine the Council's approach to adapting to a green industrial revolution and ensuring people have the right skills for the future green jobs. The Sub Group was set the following remit, to:
  - a) consider the steps required to ensure residential, public, commercial and industrial buildings in the borough have the lowest possible carbon emissions to support the Council's 2030 net zero ambition;
  - b) analyse the skills, qualifications and accreditations that will need to be gained by the local workforce so that:
    - i. they are equipped to deliver energy efficient buildings;
    - ii. the need for imported skills is avoided; and
    - iii. the borough benefits from the low carbon economic growth;
  - c) identify sources of funding that could be accessed for skills and training from a variety of sources to support the local economy; and
  - d) make recommendations to the Elected Mayor and Cabinet on how the Council and its partners might stimulate the local training market so that the required skills, qualifications and accreditations can be taught to our residents by North Tyneside based providers.

- 3.2 The Sub Group held a series of evidence gathering meetings with officers and key stakeholders during January and February 2022 and prepared a report setting out its findings, conclusions and recommendations
- 3.3 The report was presented to Cabinet at its meeting on 23 May 2022 by Councillor Matt Wilson. On 1 August 2022 the Cabinet agreed its response to the report and recommendations. The response is attached as Appendix A. The Cabinet accepted all but one of the recommendations. It rejected the recommendation 8, to commission a Retrofit Academy in North Tyneside for the delivery of PAS2035 qualifications, because this is something beyond the power of North Tyneside Council but well within the influence, and already in the thinking of the Mayor and Cabinet of the North of Tyneside Combined Authority.

#### **4. Background Information**

The following documents have been used in the compilation of this report and may be inspected at the offices of the author:

- Green Skills Sub Group Scope, Work Programme and Report
- Economic Prosperity Sub-Committee Report and Minutes 10 May 2022
- North Tyneside Cabinet Reports and Minutes 23 May 2022 & 1 August 2022

**Cabinet Response to Overview and Scrutiny Recommendations  
Completed Action Plan**

**Green Skills for Retrofit Jobs**

In accordance with Section 21B of the Local Government Act 2000, Cabinet is required to provide a response to the recommendations of the Overview and Scrutiny Committee within 2 months. In providing this response Cabinet are asked to state whether or not it accepts each recommendation and the reasons for this decision. Cabinet must also indicate what action, if any, it proposes to take.

Overview and Scrutiny Recommendation	Officer Commentary	Cabinet Decision (Accept or reject)	Action to be taken (if any) and timescale for completion
<p><b>Recommendation 1 -</b> Developing a Retrofit Strategy to stimulate the local retrofit market, including a phased approach to: a) retrofitting of the Authority’s 14,000 council houses; b) acceleration of energy efficiency retrofit in the 90,000 private homes; and c) development of industrial/commercial retrofit clusters.</p>	<p>Energy efficiency and power and heat generation are two key themes within the Authority’s Carbon Net-Zero 2030 Action Plan and projects to stimulate the local retrofitting of Authority owned homes, privately owned homes and the business sector are included in the plan.</p> <p>The Carbon Net-Zero 2030 Action Plan builds on the Authority’s track record of retrofitting properties.</p> <p>The average Energy Performance Certificate (EPC) for Council houses in the Borough is a C rating, a higher average than that of all houses in the Borough. Additionally, the Housing stock Standard Assessment Procedures (SAP) rating has improved from 71.4 to 72.8, saving an estimated 1,765 tonnes for CO2 per annum.</p>	<p>Accept</p>	<p>Deliver the actions within the Carbon Net-Zero 2030 Action Plan and continue to work with North of Tyne Combined Authority on the detailed retrofit project.</p> <p>The Carbon Net-Zero 2030 Action Plan is presented to Cabinet for approval 1 August 2022.</p> <p>The work with North of Tyne Combined Authority will conclude in summer of 2023 and next steps will be considered at that time.</p>

	<p>The Authority's sheltered housing stock has benefited from £80m of capital investment via a Private Finance Initiative contract, which has provided 10 new build and 16 refurbished schemes. All new build schemes have an EPB rating of B and the majority of the refurbished schemes are rated as C.</p> <p>The Authority's partnership with E.On installed solar PV generation systems on over 1,400 Council houses. This produces approximately 3,000 megawatt hours of renewable electricity each year and is provided to tenants free of charge.</p> <p>The Housing Revenue Account Business Plan, subject to annual Cabinet approval, will deliver almost 17,000 energy efficiency and generation measures, such as solar PV, low energy lighting and cavity and loft insulation, into Council homes by the end of the decade.</p> <p>Since March 2021, the Authority has secured £8m in grant funding to install energy efficiency and generation measures in almost 900 homes in the Borough.</p> <p>Through the innovative North Tyneside Warm Zone partnership, the Authority helped to fund and install energy efficiency measures in over 20,000 homes across the Borough.</p>		
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	<p>In addition to the significant work the Authority has delivered to homes in the Borough, it has also retrofitted operational and public buildings. The Killingworth Depot is an exemplar in retrofitting and renovating a 1960's Grade 2* listed building. Four leisure centres have recently been retrofitted with energy efficiency measures and low carbon heating systems.</p> <p>Despite the considerable work that has been undertaken to date, there is a significant funding shortfall to deliver retrofit projects at the scale that is required.</p> <p>As Co-Chair of the North of Tyne Combined Authority (NTCA) Housing and Land Board, Mayor Redfearn has shown leadership in developing a focus on retrofitting and in April 2020 the board agreed their future programme of work would include bringing "forward proposals for a domestic retrofit programme at scale working with central government and local stakeholders to ensure existing and future policy and funding mechanisms are able to deliver a large scale retrofit programme that maximises local skills and supply chain opportunities, as well as fuel poverty and carbon reductions."</p> <p>In 2021, NTCA commissioned the Energy Savings Trust (EST), in partnership with Accelar and Frontier Economics, to develop a robust evidence base to inform the</p>		
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	<p>business case for a large-scale housing retrofit programme.</p> <p>Officers are currently working with colleagues at NTCA to identify specific investment opportunities through:</p> <ul style="list-style-type: none"><li>• the commissioning of detailed technical and feasibility studies linked to a range of specific cross tenure retrofit opportunities</li><li>• Financial and economic modelling to support the development of schemes</li><li>• Developing the business model, including resourcing requirements, for a 'one stop shop' energy advice centre to:<ul style="list-style-type: none"><li>○ Generate resident demand for retrofit</li><li>○ Providing trusted advice to residents and signpost to reputable installers</li><li>○ Develop effective partnerships to bring together existing and new retrofit programmes</li><li>○ Leverage external funding into the partnership</li><li>○ Support delivery of schemes funded by a range of public and other funding streams.</li><li>○ Provide intelligence on market demand to help shape supply chain development and skills programmes</li></ul></li></ul>		
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	<ul style="list-style-type: none"> <li>○ Identify exemplar properties that can be used for 'seeing is believing' case studies</li> <li>● Provide a detailed funding options analysis for the investable schemes identified, including identification of existing funding gaps, and forthcoming funding streams which the projects could leverage</li> <li>● Identifying areas where a case may be made for future fiscal devolution</li> </ul> <p>Additionally, officers are working with colleagues at North of Tyne Combined Authority on a Business Decarbonisation Support Programme.</p>		
<p><b>Recommendation 2 -</b> Integrating the above as a key area of focus within its existing Climate Emergency Action Plan.</p>	<p>The Authority's new Carbon Net-Zero 2030 Action Plan includes the above recommendation.</p>	Accept	No action required.
<p><b>Recommendation 3 -</b> Establishing a Climate Emergency Partnership Board. Within this establish two retrofitting working groups, one focused on industrial/commercial property, the other on residential property. Membership of the groups</p>	<p>The Authority has a Carbon Net-Zero 2030 board, co-chaired by the Cabinet Member for Environment and the Director of Environment and made up of senior managers and officers of the Authority.</p> <p>This board will provide the governance for the delivery of the Carbon Net-Zero 2030 Action Plan and will direct the most appropriate routes for project delivery. Lead</p>	Accept	No action required.

<p>should be extended to significant property owners in the borough who share our ambition to lower the carbon footprint of their buildings and are committed to sharing best practice.</p>	<p>officers will work with appropriate stakeholders as required to deliver projects.</p> <p>The Authority is also a member of a Borough wide Climate Emergency Board, made up of public sector organisations and businesses. The board is only recently established and is currently agreeing a work programme for the financial year. It is not considered appropriate at this point in time to use this group to facilitate a retrofitting working group, however this can be considered in the future once the Board is more established.</p> <p>Additionally, as noted in the response to Recommendation 1, the Mayor, through her position of Co-Chair of the North of Tyne Combined Authority (NTCA) Housing and Land Board, has shown leadership in developing a focus on retrofitting.</p>		
<p><b>Recommendation 4 -</b> Developing a communications strategy to stimulate demand by creating and maintaining a sense of urgency regarding the twin benefits of energy efficiency and carbon reduction. Promote the opportunities and benefits of retrofitting homes and buildings, including cost savings in the light of energy price rises.</p>	<p>In addition to the work with colleagues at North of Tyne Combined Authority as outlined in response to Recommendation 1, the Authority's "Action on Climate Change" campaign and "Climate Hub" webpage will deliver this recommendation.</p>	Accept	<p>Build this recommendation into the Authority's "Action on Climate Change" campaign and "Climate Hub" webpage.</p> <p>October 2022 and ongoing.</p>

<p><b>Recommendation 5 -</b> Developing a set of scenarios (fast, medium, slow) for the retrofitting of various building types under various ownership. Consider undertaking this work in concert with colleagues at NTCA.</p>	<p>There is already a considerable amount of work ongoing within the Authority and with its partners to deliver on this recommendation. As such, this recommendation will be achieved through the work detailed in response to Recommendation 1.</p>	<p>Accept</p>	<p>The work with North of Tyne Combined Authority will conclude in summer of 2023 and next steps will be considered at that time.</p>
<p><b>Recommendation 6 -</b> Developing a Knowledge Bank for the sharing of locally relevant retrofitting information, evaluation and case studies.</p>	<p>The Authority's "Climate Hub" webpage directly links to the Government endorsed "Simple Energy Advice" website, which offers impartial and independent advice on range of retrofitting issues, including available grants and technology advice.</p> <p>There are already industry and sector best practice knowledge hubs with useful retrofitting information and case studies, for example, UK100.</p> <p>Further to the above comments, this recommendation will be achieved through the work detailed in response to Recommendation 1.</p>	<p>Agreed.</p>	<p>The Authority's new Carbon Net-Zero 2030 Action Plan includes this recommendation.</p> <p>The Carbon Net-Zero 2030 Action Plan is presented to Cabinet for approval 1 August 2022.</p> <p>The work with North of Tyne Combined Authority will conclude in summer of 2023 and next steps will be considered at that time.</p>
<p><b>Recommendation 7 -</b> Ensuring that the relevant officers take up the challenge of enabling 'Green Finance', both grants and loans, to flow into the borough, through a variety of routes.</p>	<p>Accessing grant funding or loans can be a significant barrier to the delivery of de-carbonation projects.</p> <p>However, through the joint working of Member and Officers, the Authority has a strong track record of securing grant funding</p>	<p>Agreed</p>	<p>The work with North of Tyne Combined Authority will conclude in summer of 2023 and next steps will be considered at that time.</p>

	<p>to decarbonise public buildings and cross tenure homes in the Borough deliver on its policy priorities</p> <p>For example, £3.3m grant funding was secured from the Public Sector Decarbonisation Grant to install energy efficiency measures and low carbon heating in four Authority leisure centres.</p> <p>Since March 2021, the Authority has secured £8m in grant funding to install energy efficiency and generation measures in almost 900 homes in the Borough.</p> <p>The Housing Revenue Account Business Plan, subject to annual Cabinet approval, will deliver £32m of energy efficiency and generation measures, such as solar PV, low energy lighting and cavity and loft insulation, into Council homes by the end of the decade.</p> <p>The Authority's sheltered housing stock has benefited from £80m of capital investment via a Private Finance Initiative contract, which has provided 10 new build and 16 refurbished schemes.</p> <p>As Cabinet Members at North of Tyne Combined Authority, Mayor Redfearn and Deputy Mayor Johnson have brought forward the Green New Deal Fund which aims to support a wide range of low carbon projects across the North of Tyne Combined</p>		
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	<p>Authority area, including community energy schemes, Electric Vehicle charging solutions, building retrofits, small scale renewables, natural capital, and low carbon heating systems. The fund is valued at £18m.</p> <p>Despite the examples of funding provided above, there is a significant funding shortfall to deliver retrofit projects at the scale that is required, and funding streams are oversubscribed and limited in eligibility criteria.</p> <p>This recommendation will be achieved through the work detailed in response to Recommendation 1.</p>		
<p><b>Recommendation 8 -</b> Increasing the number of PAS2035 qualified professionals in North Tyneside by commissioning a Retrofit Academy in North Tyneside for the delivery of PAS2035 qualifications. Recognise that this is likely to require the offer of some kind of financial incentive to professionals looking to upskill, to mitigate the risk to those professionals of shifting focus towards a newly emerging sector.</p>	<p>North Tyneside Council does not have access to devolved skills funding to enable the direct commissioning of a Retrofit Academy. The commissioning of skills provision is carried out by the Education and Skills Funding Agency (ESFA) and via devolved funding to the North of Tyne Combined Authority (NTCA).</p> <p>Officers will therefore continue to work with colleagues from the NTCA to understand and utilise data from recent research such as 'Skilling Up for Retrofitting' on roles required and skills needs to influence the commissioning of current and future funding held by NTCA. This could include devolved Adult Education Budget (AEB), Skills for Growth and Skills Bootcamps funding to</p>	Reject	Share local intelligence to inform NTCA skills investment plans between 2022-25 initially.

	ensure that North Tyneside residents and businesses benefit from the provision of green skills funding.		
<b>Recommendation 9 -</b> Commissioning pilots, trials and demonstrator projects that can be used to establish feasibility and grow the number of property owners willing to invest in their properties, be they domestic or commercial.	<p>The Authority has completed a number of retrofit projects to both operational buildings and Council homes that demonstrate the feasibility of technology and projects.</p> <p>The Authority has installed a range of energy efficiency measures and low carbon heating into four leisure centres. Additionally, the Killingworth Depot is an exemplar in retrofitting and renovating a 1960's Grade 2* listed building. The Authority has invested in energy efficient technology across its portfolio, including LED lighting in buildings and street lighting, insulation and voltage optimisation in buildings, and electrification of vehicles.</p> <p>The Authority has also demonstrated the feasibility of improving the energy efficiency of non-traditionally constructed housing, through investment in external wall insulation.</p> <p>The Authority is in the final stages of completing 9 affordable homes utilising a Modern Method of Construction (MMC) called HUSK. These homes will utilise electricity as a form of heat and build on the Authority's fabric first approach with a combination of Air Source Heat Pumps and Solar PV arrays.</p>	Accept	The work with North of Tyne Combined Authority will conclude in summer of 2023 and next steps will be considered at that time.

	Further to the examples provided, this recommendation will be achieved through the work detailed in response to Recommendation 1.		
<p><b>Recommendation 10 -</b> Working closely with North of Tyne Combined Authority on its retrofitting-related workstreams, to ensure that North Tyneside is an early adopter of any programmes to upskill in green construction skills and to accelerate the pace of retrofitting of local property.</p>	<p>Officers will continue to work with colleagues from the NTCA to understand and utilise data from recent research such as ‘Skilling Up for Retrofitting’ on roles required and skills needs to influence the commissioning of current and future funding held by NTCA. This could include devolved AEB, Skills for Growth and Skills Bootcamps funding to ensure that North Tyneside is well placed with the skills required to support the delivery of retrofitting schemes.</p> <p>It is important to note that our participation in the NTCA ensures we help shape and direct their work around this topic so as to ensure the circumstances and needs of the borough are reflected in their activities.</p>	Accept	Deliver the action through sharing of local intelligence to inform NTCA skills investment plans between 2022-25 initially.

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# Economic Prosperity Sub Committee

## The State of the Economy Report

WE LISTEN | WE CARE | WE ARE AMBITIOUS | WE ARE GOOD VALUE FOR MONEY



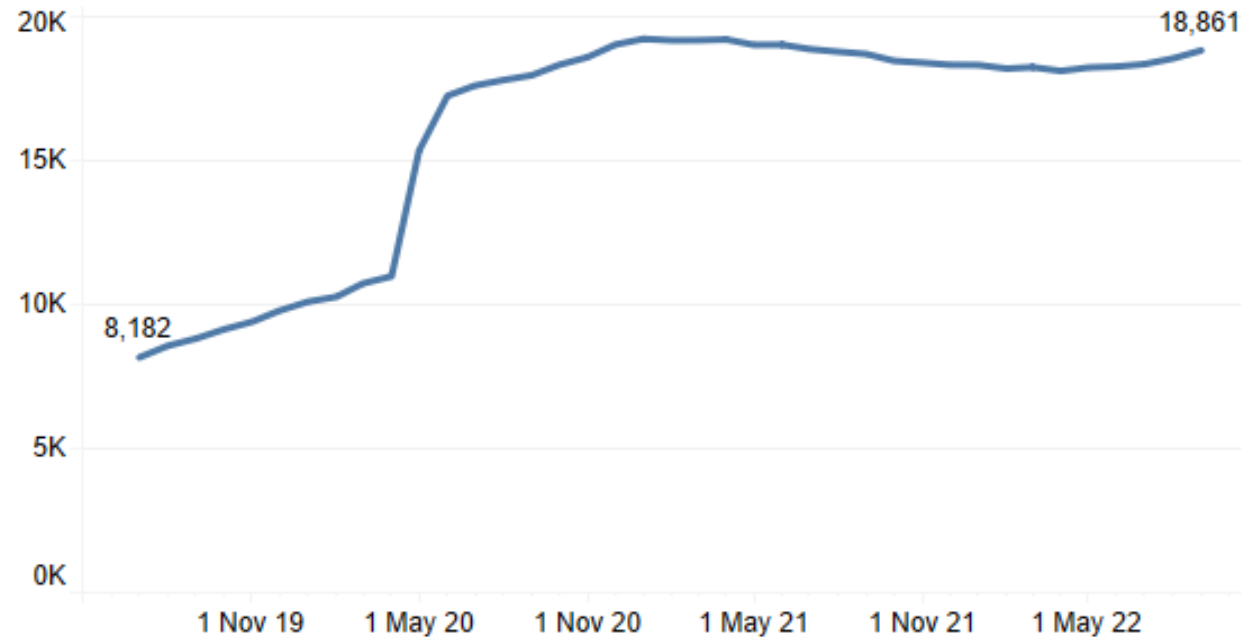
North Tyneside Council

# Number of Universal Credit Claimants has “levelled off” since November 2020

Source – Department for Works and Pensions

Total Residents on Universal Credit August 2022	UC Claimants – searching/ planning/preparing for work August 2022	UC Claimants in work August 2022
18,861	5,721	7,397

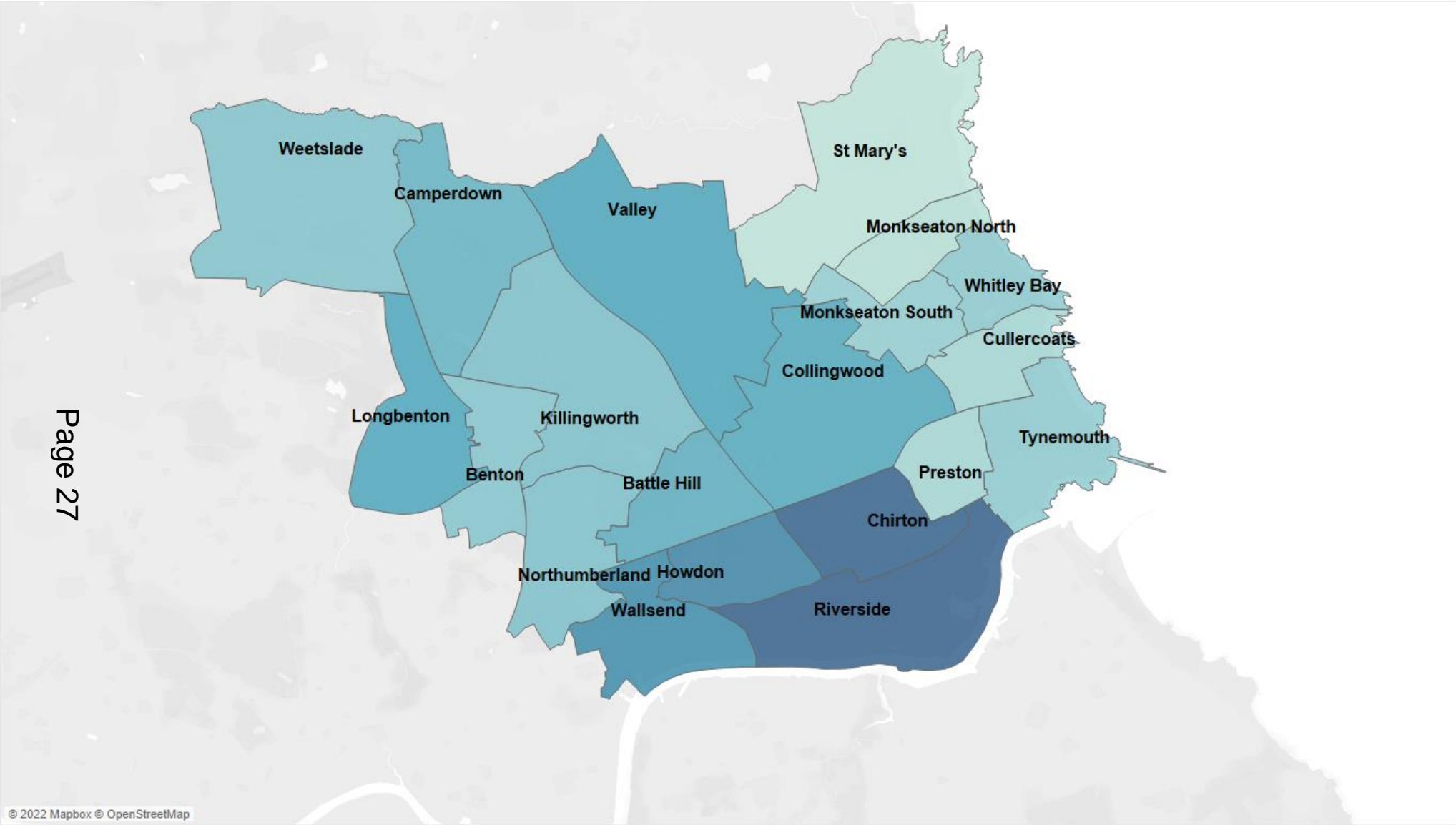
People on Universal Credit in North Tyneside  
Source - Department for Works and Pensions



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# People claiming Universal Credit August 2022



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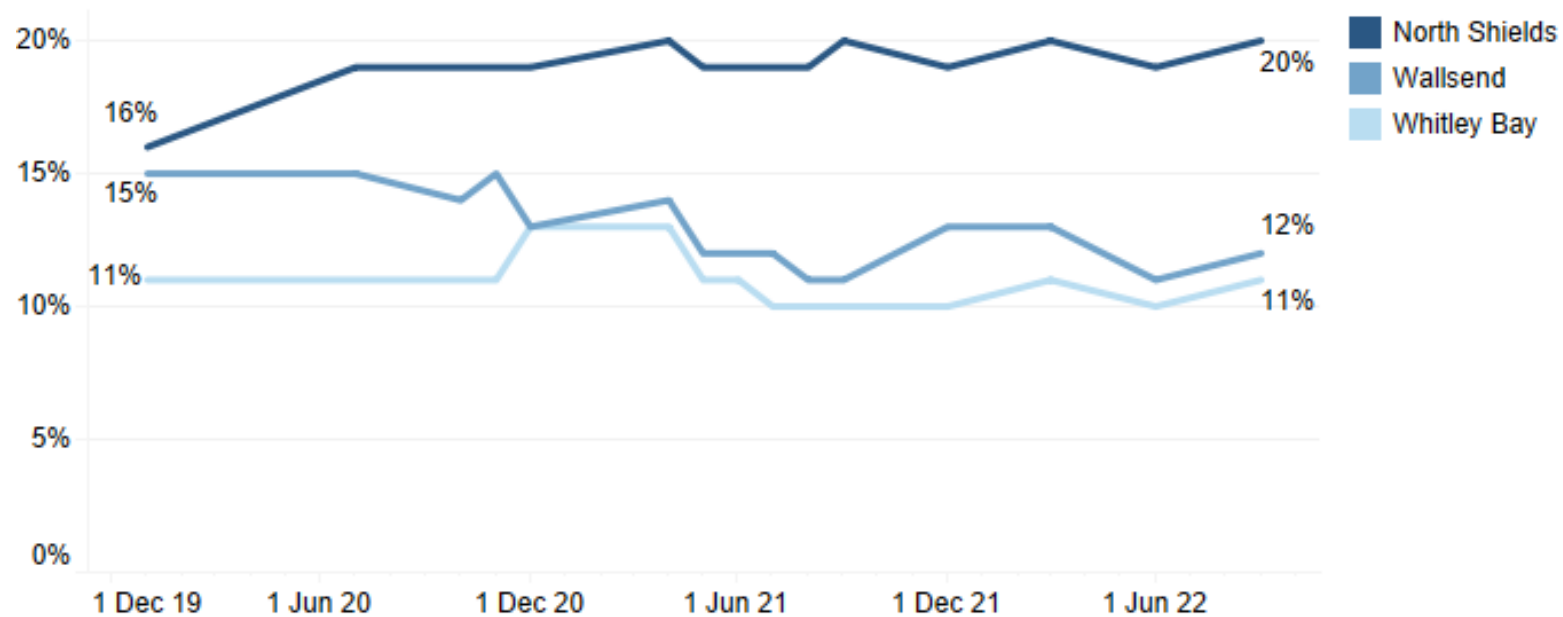
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Town Centre Vacancy Rate has risen in North Shields, Wallsend and Whitley Bay. Shops and showrooms represent around half of all empty units in town centres. Source – North Tyneside Council

Silverlink vacancy rate September 2022	Killingworth vacancy rate September 2022	Royal Quays vacancy rate September 2022
5% (1 unit)	0%	9% (5 units)
North Shields vacancy rate September 2022	Wallsend vacancy rate September 2022	Whitley Bay vacancy rate September 2022
20% (74 units)	12% (33 units)	11% (52 units)

% commercial units vacant by town centre



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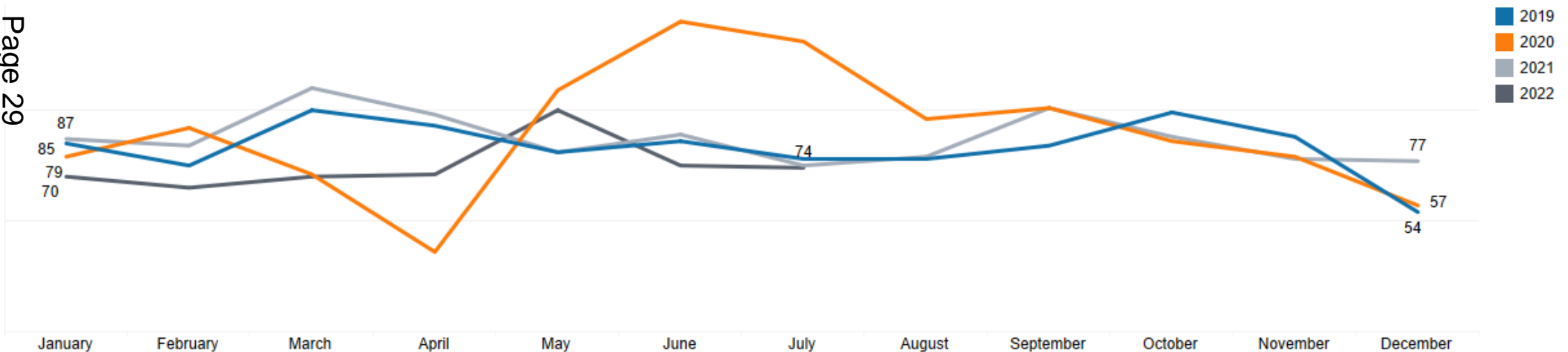


# The number of new businesses is lower than previous years

New Business Start Ups July 2022	Variance compared to last year
74	-1.3%

Business Start ups by month

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Source – Main suppliers of business banking services (new small business current accounts). Provided by BankSearch Information Consultancy Ltd.

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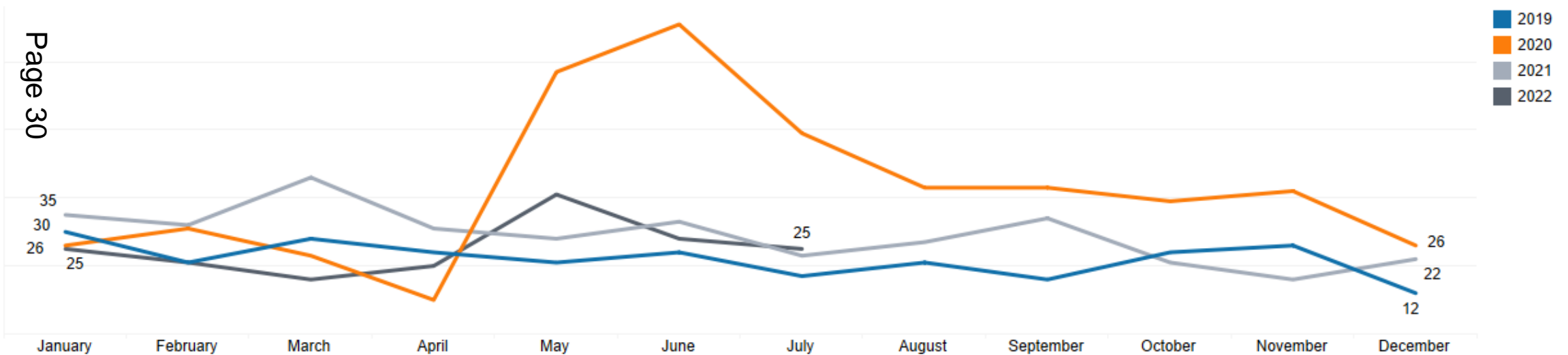


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# The number of new sole trader businesses is also lower than previous years

Sole Trader Business Start Ups July 2022	Variance compared to last year
25	+8.7%

Sole trader business starts by month



Source – Main suppliers of business banking services (new small business current accounts). Provided by BankSearch Information Consultancy Ltd.

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# The number of companies 'in distress' has increased

In Distress Companies	August 2022	Change over month	Annual growth	Proportion of Stock
North Tyneside	734	+12	16.1%	8.1%
North East	6,447	+147	12.9%	7.7%
England	338,584	+7,117	9.3%	7.4%

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Of the 734 North Tyneside companies 'in distress', 541 are 'active proposal to strike off', 188 are in 'liquidation', with other insolvency procedures making up the rest.

Source - Companies House data, provided by BankSearch Information Consultancy Ltd.



# Companies 'in distress'

North Tyneside	August 2022	Change over month	Annual growth	Proportion of Stock
Accommodation	89	+7	45.9%	1.0%
Administrative Services	54	0	28.6%	0.6%
Agriculture	2	-2	0.0%	0.0%
Construction	116	-9	8.4%	1.3%
Education	6	-2	-53.8%	0.1%
Entertainment and recreation	16	+1	6.7%	0.2%
Financial and insurance	13	-3	44.4%	0.1%
Health and social work	6	-3	50.0%	0.1%
Information and communication	44	+9	-4.3%	0.5%



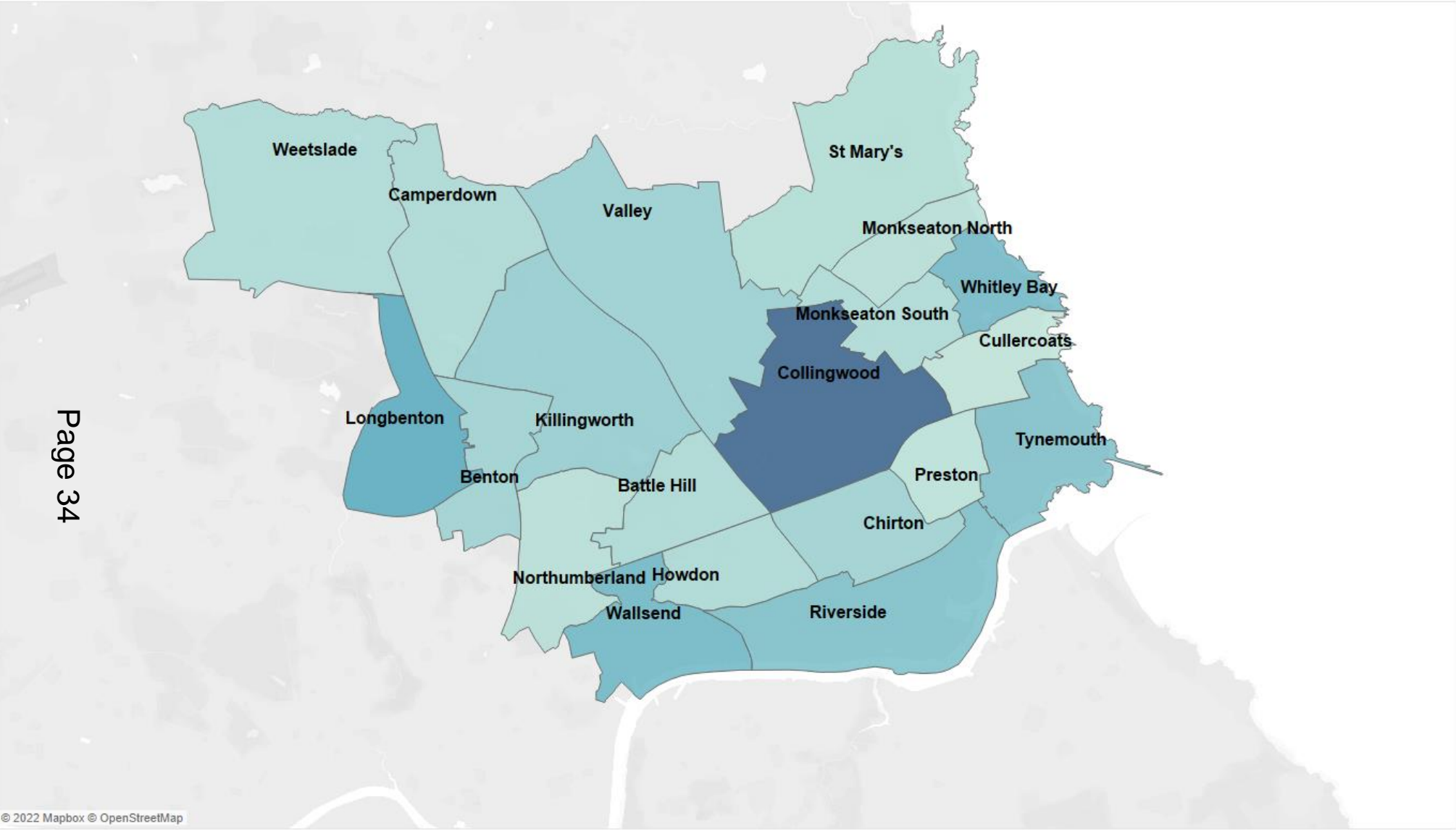
# Companies 'in distress'

North Tyneside	August 2022	Change over month	Annual growth	Proportion of Stock
Manufacturing	44	+3	-2.2%	0.5%
Mining and quarrying	5	0	25.0%	0.1%
Other	47	0	51.6%	0.5%
Professional services	93	+5	29.2%	1.0%
Public admin and defence	1	0	0.0%	0.0%
Real estate	29	+7	11.5%	0.3%
Transportation and storage	14	0	-30.0%	0.2%
Utilities	1	-2	0.0%	0.0%
Wholesale and retail trade	82	-7	30.2%	0.9%
Unknown	72	+8	2.9%	0.8%

Source – Companies House data, provided by BankSearch Information Consultancy Ltd.



# In Distress Companies August 2022



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# Out of Work Benefit Claimants

Proportion of age 16-64 population

Source – Department for Work and Pensions

	February 2019	February 2020	February 2021	February 2022
<b>North Tyneside</b>	11.2%	12.2%	15.5%	13.8%
<b>North East</b>	13.2%	14.6%	18.1%	16.7%
<b>North West</b>	11.9%	13.2%	17.3%	15.8%
<b>Yorkshire and The Humber</b>	10.4%	11.7%	15.7%	14.2%
<b>East Midlands</b>	8.7%	9.9%	13.4%	12.2%
<b>West Midlands</b>	10.2%	11.6%	15.9%	14.4%
<b>East</b>	7.3%	8.4%	12.2%	10.8%



# Out of Work Benefit Claimants

Proportion of age 16-64 population

Source – Department for Work and Pensions

	February 2019	February 2020	February 2021	February 2022
<b>London</b>	8.1%	9.1%	15.0%	12.7%
<b>South East</b>	6.6%	7.6%	11.3%	9.8%
<b>South West</b>	8.2%	9.0%	12.5%	11.1%
<b>Great Britain</b>	9.4%	10.5%	14.6%	13.0%



# Earnings by residence

## Median gross weekly pay for full-time workers

Source – Office for National Statistics Annual Survey of Hours and Earnings

	2018	2019	2020	2021
<b>North Tyneside</b>	£542.60	£574.90	£563.20	£575.10
<b>North East</b>	£511.10	£531.40	£525.20	£546.80
<b>North West</b>	£529.80	£555.80	£558.10	£578.00
<b>Yorkshire and The Humber</b>	£520.40	£540.80	£539.70	£568.50
<b>East Midlands</b>	£529.90	£547.50	£562.50	£573.40
<b>West Midlands</b>	£535.50	£550.80	£551.70	£581.80
<b>East</b>	£589.40	£610.20	£607.60	£628.60



# Earnings by residence

## Median gross weekly pay for full-time workers

Source – Office for National Statistics Annual Survey of Hours and Earnings

	2018	2019	2020	2021
<b>London</b>	£670.80	£699.30	£714.30	£728.40
<b>South East</b>	£614.90	£636.30	£629.00	£660.10
<b>South West</b>	£537.60	£560.90	£558.90	£577.30
<b>Great Britain</b>	£570.50	£587.50	£587.40	£613.10



# Proportion of residents aged 16-64 with NVQ2+ qualification

Source – Office for National Statistics Annual Population Survey

	2018	2019	2020	2021
<b>North Tyneside</b>	76.8%	74.6%	80.3%	77.8%
<b>North East</b>	73.0%	73.5%	75.5%	75.0%
<b>North West</b>	74.1%	74.5%	76.6%	77.3%
<b>Yorkshire and The Humber</b>	71.8%	72.5%	75.5%	76.4%
<b>East Midlands</b>	72.0%	74.4%	76.6%	74.7%
<b>West Midlands</b>	70.4%	71.7%	74.8%	75.2%
<b>East</b>	72.8%	74.2%	77.0%	76.7%



# Proportion of residents aged 16-64 with NVQ2+ qualification

Source – Office for National Statistics Annual Population Survey

	2018	2019	2020	2021
<b>London</b>	78.0%	78.5%	81.5%	81.5%
<b>South East</b>	78.9%	79.1%	80.5%	80.7%
<b>South West</b>	78.6%	78.2%	79.6%	80.3%
<b>Great Britain</b>	74.9%	75.6%	78.1%	78.2%





# Proportion of residents aged 16-64 with NVQ4+ qualification

Source – Office for National Statistics Annual Population Survey

	2018	2019	2020	2021
<b>North Tyneside</b>	33.6%	34.0%	41.9%	40.9%
<b>North East</b>	31.1%	31.9%	34.4%	34.4%
<b>North West</b>	35.5%	36.1%	38.6%	38.5%
<b>Yorkshire and The Humber</b>	33.3%	34.2%	37.0%	38.0%
<b>East Midlands</b>	33.2%	34.1%	37.2%	35.6%
<b>West Midlands</b>	33.1%	34.1%	37.1%	38.8%
<b>East</b>	35.2%	36.8%	39.3%	39.5%



# Proportion of residents aged 16-64 with NVQ4+ qualification

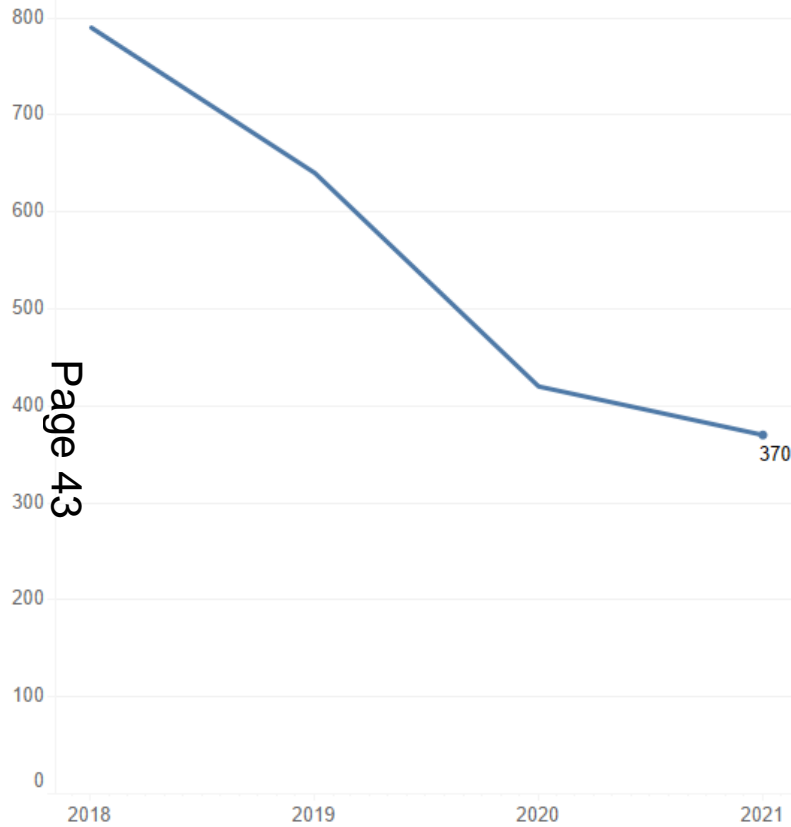
Source – Office for National Statistics Annual Population Survey

	2018	2019	2020	2021
<b>London</b>	53.1%	54.2%	58.7%	58.9%
<b>South East</b>	42.2%	43.4%	45.1%	45.1%
<b>South West</b>	38.7%	39.2%	40.4%	42.0%
<b>Great Britain</b>	39.3%	40.3%	43.1%	43.5%

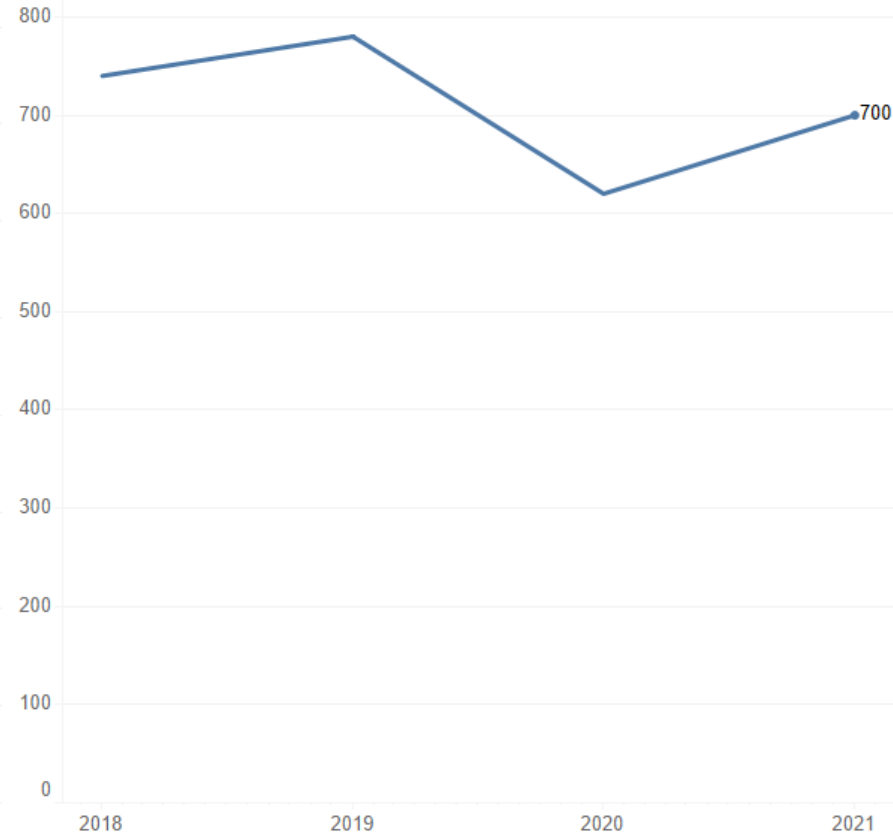


# Number of apprenticeship starts

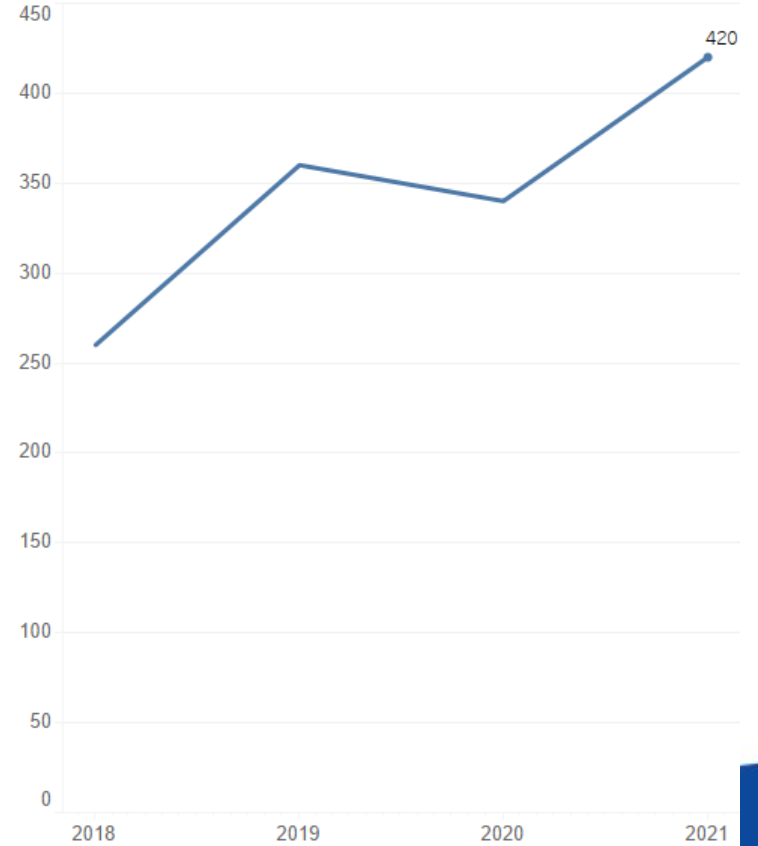
Number of level 1 (intermediate) apprenticeships starts



Number of level 2 (advanced) apprenticeships starts



Number of level 3 (higher) apprenticeships starts



Source – Department for Education

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